

An Owl cannot fly without ...

Volume 14, Issue 4
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Flight Feathers

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April Meeting Pictures

MEETINGS

FIRST
SATURDAY OF
THE MONTH
AT 11AM

NO MEETINGS
JULY/AUGUST

NEXT MEETING:
MAY 6th

EMERGENCY
CALLS FROM
OUR FIELD

352-485-5111

2023 WISE OWLS

RON SANDERS
PRESIDENT
& TREASURER

~
RICHARD GIBSON
VICE PRESIDENT

~
GILBERT PRIEUS
SECRETARY

~
ART SCHEURER
SAFETY COORDINATOR
& FIELD MARSHALL

~
BRET MARTIN
FERNANDO MESA
AMA INTRO PILOT
INSTRUCTORS



"Canada 150" CF-18 Demonstration Hornet (188734)

The Royal Canadian Air Force (RCAF) unveiled the 2017 CF-18 Demonstration jet on April 4, 2017, at 4 Wing, CFB Cold Lake, Alberta. The main colors are red and white, Canada's traditional colors, in celebration of the Nation's sesquicentennial; the 150th anniversary of Canadian Confederation. The color scheme incorporates the official logo of "Canada 150".

The official "Canada 150" logo was created by University of Waterloo, Ontario, student Ariana Cuvin who beat 300 other submissions in a design contest to create a logo for Canada's 150th anniversary. Her winning design was selected by the federal Department of Canadian Heritage in 2015.

The "Canada 150" logo is a stylized maple leaf, Canada's iconic symbol, built using an expanding diamond pattern. Diamonds were chosen because the gems are closely associated with special celebrations. The base of the leaf is made up of four diamonds that represent the four original provinces that formed Confederation in 1867: Ontario, Quebec, New Brunswick and Nova Scotia. Additional diamonds extend out from the base to create nine more points, growing to a total of 13 gems, symbolizing Canada's 10 provinces and 3 territories.

The 2017 CF-18 Demonstration Hornet's scheme, was a collaborative effort between Ariana Cuvin, whose "Canada 150" logo is placed throughout the design and Jim Belliveau, who has a 20 plus year career in designing and painting jet aircraft color schemes.

On the left wing, the time span of confederation is shown with the year of confederation, 1867, and the 150th anniversary year, 2017. The right wing bears the official name of the celebration; "Canada 150".



Painting the 2017 Demonstration aircraft was a team effort between 3 Wing, CFB Bagotville, Quebec, which provided the jet and technicians to bring the design concept to life, and 4 Wing, CFB Cold Lake, which provided hangar space and support throughout the painting.

This is a particularly storied aircraft. In March of 2011, while assigned to operational duty and wearing the standard low-vis grey livery, it was the first Hornet to cross into Libya during Operation Mobile; the Canadian Forces contribution to the NATO led military intervention in Libya.

The 2017 CF-18 Demonstration pilot is Captain Matthew Kutryk. Captain Kutryk was born in Fort Saskatchewan, Alberta. He joined the Canadian Armed Forces in August 2006 and, in 2008, began military flight training at the Southport Aerospace Centre, in Portage la Prairie, Manitoba, and later at 15 Wing, CFB Moose Jaw, Saskatchewan.

In 2010, he was selected to the Fast Jet, Advanced Flying Training path, and moved to Sheppard Air Force Base at Wichita Falls, Texas, for training. He graduated in May 2012, receiving his RCAF pilot's wings.

Full Size Aircraft



Bert's Scale Model

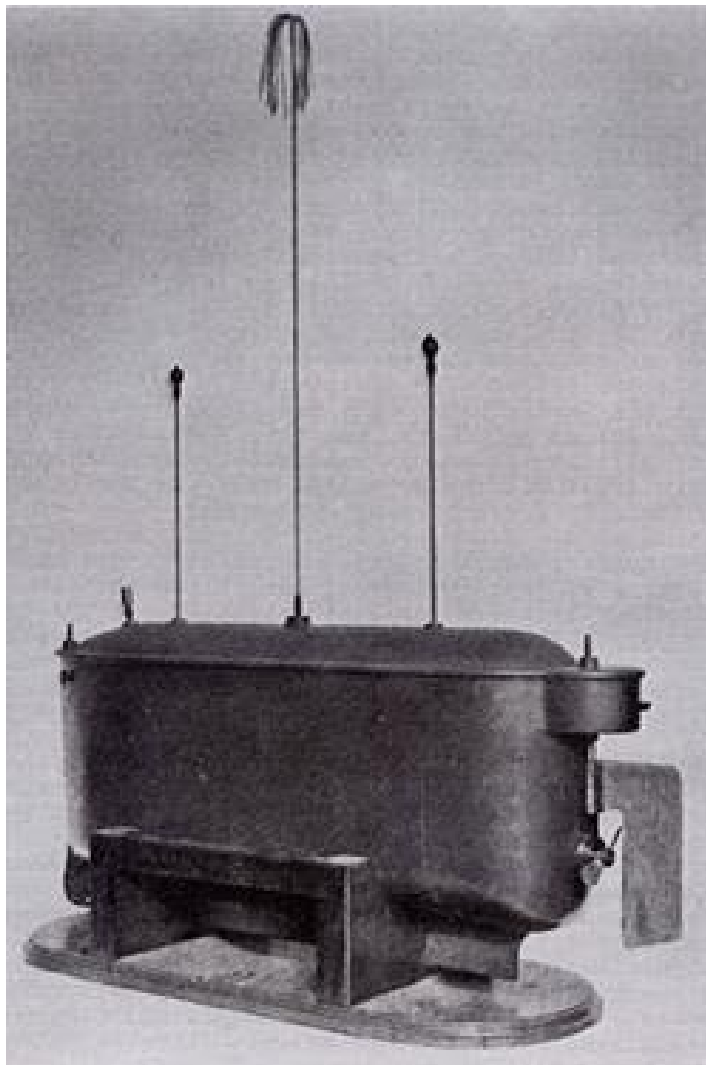


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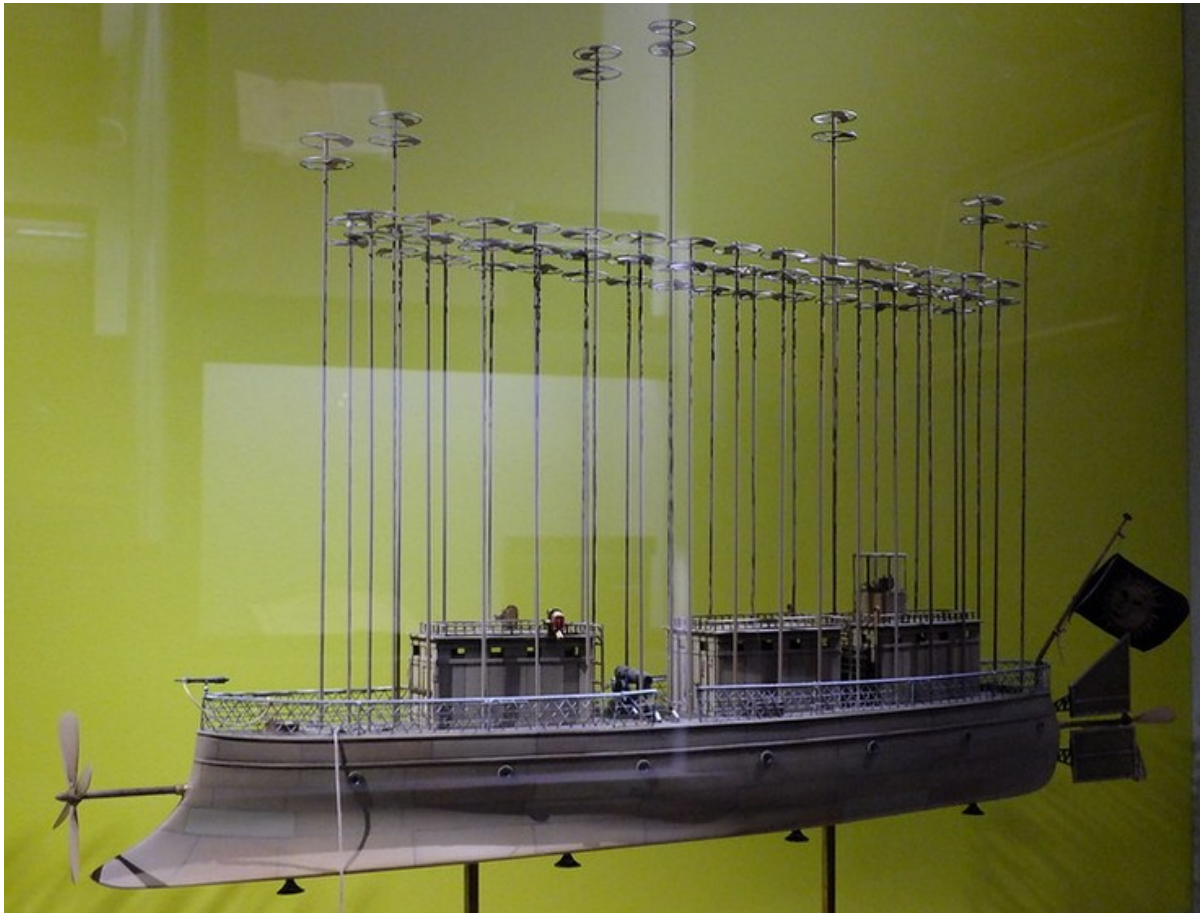


**And now for a Special Tongue-in-Cheek “April Edition” Article on
Early RC History**

The very first wireless remote control (RC) model was a boat invented by Nicolai Tesla and demonstrated in 1898. It could change speed, direction and even turn lights on and off, all controlled by radio waves from a portable box. The boat was powered by an electric motor and batteries.



Amateur scientists of the day soon began experimenting with their own RC inventions using Tesla's RC technology. The first attempt was to create a flying model of a Jules Verne idea from his novel "Robur the Conqueror". The flying ship Albatross is pictured below.



Early attempts at recreating Verne's fantasy flying machine met with failure. The electric motors and batteries were too heavy and the multiple rotors of the Albatross proved to be uncontrollable in flight.

Not giving up, our pioneering amateur scientists developed a miniaturized steam engine technology that, when combined with Tesla's RC control technology and Verne's multi-rotor idea, made it possible to build and fly an RC flying machine. Below are some pictures of the first RC model enthusiasts and their flying models.

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Unfortunately the budding RC hobby was not to be. The people in the neighborhood surrounding the area where RC enthusiasts flew their models soon started complaining about the noise and outlandish contraptions to the city officials. The city made a law that forbid flying any RC models within the city limits. Local farmers refused to allow the models to be flown on their land because they believed the machines would cause their cow's milk to curdle and spoil. Other farmers believed that the rotating blades of the machines would mow down their crops and the steam engines would set their barn on fire. So flying RC models were not seen again for many decades.

But today we have a vibrant RC flying community and the ideas our forbears made into reality so many years ago are alive again and in flight.

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